





## Announcements.

## KELLY &amp; WALSH, LD.

## NEW BOOKS.

CHINA UNDER THE SEARCH-LIGHT, by W. A. Carnaby	1.50
CHINA AND THE ALLIES, by A. H. SAVAGE-LANDOR, 2 Vols., Illustrations and Maps	19.00
MISSION PROBLEMS AND MISSION METHODS IN SOUTH CHINA, by Sir HARRY PARKES in CHINA, Paper by Stanley Lane Poole	1.50
NOTES ON SPEECHMAKING, by B. Mathews	1.00
BRASSLEY'S NAVAL ANNUAL, 1901	10.00
LAIRD CLOWES NAVAL POCKET BOOK, 1901	3.00
HORSES & STABLES, by Lieut. Gen. Sir F. Fitz Wygram Bart	2.25
SMALL BOAT SAILING: an Explanation of the Management of Small Yachts, &c., by E. F. Knight	3.00

## OLD MATURED

**JOHN WALKER WHISKEY,**  
FROM THE FAMOUS  
**KILMARNOCK DISTILLERY.**  
THE FAVOURITE WHISKY IN THE OLD COUNTRY.  
ASK FOR IT!

Hongkong, 22nd July, 1901.

## GENERAL DRAPERS.

## WILLIAM POWELL, LTD.

## GENT'S OUTFITTERS.

CORNER OF WYNDHAM STREET AND QUEEN'S ROAD.

## A. CHEE &amp; Co.

17A, Queen's Road, Central.

ESTABLISHED 1850.

## FURNITURE DEALERS:

## IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Entomels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

## ESSETS FLUID

VERSUS

## PLAGUE.

What pure Carbolic Acid can do in three hours ESSETS FLUID does in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial media and is destroyed by Essets Fluid.

Essets Fluid is superior in every way to pure Carbolic Acid.

Sole Agents:

## WATKINS LIMITED.

QUEEN'S ROAD.

Hongkong, 6th July, 1901.

## COTTAM &amp; Co.

JUST ARRIVED.

THE FAVOURITE SUMMER COLLAR

14 INCH "LEADER."

BATH GOWNS.

OVERLAND TRUNKS.

Hongkong, 20th July, 1901.

## Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR PAKHOI AND HAIPHONG.

THE Company's Chartered Steamship

"TOONAN,"

Captain Blethen, will be despatched for the above Ports, on FRIDAY, the 26th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK &amp; Co., General Managers.

Hongkong, 24th July, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Reach, will be despatched for the above Ports, on SUNDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK &amp; Co., General Managers.

Hongkong, 24th July, 1901.

## Today's Advertisement.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 7th August.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th July, 1901.

## Announcement.

## A. S. WATSON &amp; Co., LIMITED.

## IMPORTERS OF HIGH-CLASS

## SHERRIES.

"B.—SUPERIOR PALE DRY,

Good dinner wine; Green Seal

Capsule - - - - - \$10.80

"C.—MANZANILLA, PALE

NATURAL SHERRY, White

Capsule - - - - - 12.00

"D.—SUPERIOR OLD PALE

DRY, NATURAL SHERRY, Red

Seal Capsule - - - - - 12.00

"E.—VERY SUPERIOR OLD

PALE DRY, choice old wine,

White Seal Capsule - - - - - 14.40

"F.—EXTRA SUPERIOR OLD

PALE DRY, very finest quality,

Black Seal Capsule (Old

Bottled) - - - - - 20.40

B, C, and D are excellent dinner

Wines D and E are after-dinner

Wines of a very Superior Vintage.

ALL ARE GUARANTEED PURE XERES

WINES.

We guarantee our Wines and Spirits

to be genuine only when bought

direct from us in the Colony or from

our authorised Agents at the Coast

Ports.

A. S. WATSON &amp; Co., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

On the 23rd instant, at "The Grove," Robinson Road, Kowloon, the wife of T. G. HUGHES, P. W. D., of a daughter.

## DEATH.

At the Kennedy Town Hospital, at 11.35 p.m., on the 23rd July, MARY WILSON BROWN, widow of the late Mr. John Brownhill, Superintendent Engineer to Messrs. Bradley & Co., and daughter of Mr. John Wilson, of Bonness, Scotland, aged 38 years. The funeral will pass the Monument at 6.30 p.m. this afternoon.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 24, 1901.

## TELEGRAMS.

## REUTER'S TELEGRAMS.

## THE LATE MRS. KRUGER.

## PRESS SYMPATHETIC.

LONDON, July 22nd.

The newspapers respectfully sympathise with Ex-President Kruger in his bereavement.

## FRANCE AND RUSSIA.

## MORE AMENITIES.

Count Lamondoff, Russian Minister of Foreign Affairs, is expected in Paris in September, returning M. Delcassé's visit to St. Petersburg.

## COST OF THE EXPEDITION TO CHINA.

## A BIG BILL.

Sir Michael Hicks-Beach in the House of Commons, stated that the total cost of the expedition to China amounts to £4,350,000 Sterling, exclusive of the Naval expenditure.

## THE MANNING OF MERCHANT SHIPS.

## ORIENT LINERS TO EMPLOY LASCARS.

The Directors of the Orient line of Mail steamers have decided to employ Lascars in the vessels of their fleet.

## THE UNITED STATES.

## FURTHER INTENSE HEAT.

A fresh wave of intense heat is passing over the American corn belt.

Special Telegrams to the Shanghai Mercury.

## The Russians Stop a German Officer Travelling Through Manchuria.

Major Bauer (German), an officer of the Railway Brigade attached to the staff of Count Waldersee, intended to return to Germany through Manchuria and Siberia, but the Russians, who apparently did not wish to let him see all their cards, refused him passage. He therefore returned to Chefoo and thence to Vladivostok.

Colonel Powell had about the same experience but disregarded the Russian prohibition and went ahead. It is reported from reliable sources that the Russians had a very lively turn with the British Colonel, but it is reported that it is incorrect, as stated in several English papers, that he was arrested as a spy. Colonel Powell has made no backward movement up to the present and great interest is felt as to whether or no the Russians will allow a British officer to do what they refused to allow a German officer to do.

## The Russians Release Chinese Prisoners.

The 132 Chinese officers and sailors, who belong to the Naval Academy at Port Arthur when it was under Chinese control, and who, in spite of Russian occupation, insisted in carrying out their studies there, and were therefore sent by the Russians to Saghalien after the outbreak of the troubles, have now been released by the Russians. They arrived in Shanghai last Thursday afternoon by a Russian steamer, and are now to be quartered on board the different vessels of the Peiyang fleet.

## A Captured Cruiser Returned to the Chinese.

THE CHINESE ADMIRAL WANTS THE FOUR TORPEDO BOATS.

The Chinese cruiser *Haiyang*, formerly the flagship of Admiral Yi, which was taken by the allies last summer off Taku, has been restored to the Chinese. Admiral Yi is at present in Peking and is doing his utmost to get back the four torpedo boats which were taken by the British, one being kept by them, and the other three turned over to the Germans, Russians, and French, and have been used ever since by these Powers in active service.

## WEATHER REPORT.

The Observatory report says—On the 24th at 12.10 p.m. the barometer has fallen in the North, risen over the Philippines. A depression lies over N.E. China and the low pressure trough still lies in the N. part of the China Sea. Gradients slight on the China coast, moderate with fresh N.E. winds in the N. part of the China Sea. Forecast—Moderate E. winds; fair.

The Timeball at Kowloon Point is out of order and cannot be dropped. A new ball, now under construction, will be ready in the course of a few days. Chronometers may, in the meantime, be compared at the Observatory, if desired.

## LOCAL AND GENERAL.

A SPECIAL cable to the *Ostasiatische Lloyd*, dated Berlin, July 18th, states that Count Tolstoi is dying.

THE Hon. Treasurer of the Alice Memorial and Nethercote Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals—

G. Fenwick &amp; Co., £10.

WE regret to have to announce the death of Mr. Elias Hyem Joseph of Ice House Street after being ill only two days.

A CHINESE workman at the Cosmopolitan Dock was found drowned this morning; we were unable to find out the cause of the accident.

Mr. Fr. Blunck of Queen's Road is now showing a great assortment of Swatow drawn work. Every lady should inspect this last consignment.

THE recent flooding of the Wei River lands is causing great distress or will in the near future, the local sugar crop being almost totally destroyed.

H.M.S. *Isis* arrived from Kobe to-day and has taken up her buoy in the man-of-war anchorage. H.M.S. *Glory*, with Admiral Sir Cyprian Bridge, is expected about the first proximo.

DANIEL D. Emmett, the "minstrel" who is said to be dying in his home in Ohio, is eighty-six, and for many years has virtually tried life all alone with his dog. He will go down to fame as the author of "I wish I was in Dixie."

A SIAMESE woman at Chayok is the proud mother of sixteen children, brought into the world at eight births. When the King visited Chayok the whole family, who are all paddy cultivators, were presented to His Majesty, and received 40 ticals each.

Now that the Kaiser has issued an order forbidding the presence of reporters at the places where he makes speeches, he will greatly extend his good work if he will issue a decree permitting the absence of the audience.—*The Louisville Courier-Journal*.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

AS Count Lamondoff is going to Paris in Sept. we presume that Russia and France are about to go in for another of those swearing blood brotherhood crazes of which we had so many of late. Thank goodness that our British Ministers do not indulge in such demonstrations. If Lord Salisbury went in for this sort of thing every time he visited the Continent we should be blood brothers of half Europe.

THE *Daily Express* (London) of the 20th ult. says:—The University of London proposes to establish a "department of practical Chinese," with the object of teaching that language to officers, commercial men, and others proposing to make a career in China. Mr. George Brown, late British Consul at Kiu-kiang, will be appointed director of the department, and will be assisted by native Chinese. The China Association have guaranteed £500 a year for five years towards the cost. Sir Henry Roscoe has been elected Vice-Chancellor of the University.

THE Academy prints the following list of titles from an alleged book catalogue: "The Double Thread," uncited; "The History of China," quaint plates; "The Mantle of Elijah," cloth, hardly soiled; Mr. Sponges' Sporting Tour, badly foxed; "Le Jardinier Français," Plantin Press; "The Compleat Angler," front missing; "History of the Sword," many cuts; "Don Quixote," original old calf; "Portrait of a Lady," name on title-page; "Frederick the Great," wants two pages; "Beyond the Dreams of Avarice," 25. 6d.; "Success in Journalism," splendid copy.

THE latest local flotation viz. Messrs. Powell Limited, are evidently going to work in the right way to secure the patronage of residents and visitors. They have secured the services of Mr. R. G. Heckford, a gentleman with fourteen years experience in the best houses in the West End of London. Mr. Heckford is aiming at, not so much getting out a large consignment at one time, but to receive weekly shipments of the very latest novelties, so that any Hongkong lady who wishes to keep up to date, must pay regular visits to Messrs. Powell's show rooms.

ACCORDING to a home paper, there is a Mexican "enthusiasm" which some people desire should be introduced into this country. It is that of shaking hands on all possible occasions. Men shake hands with many of their friends both upon entering and leaving a street car. The inspector of the tickets on the car will shake hands with a number of his regular passengers every morning, clerks behind the counter of a "store" will shake hands with the customers that they know, and when the employees of a store or mercantile establishment assemble in the morning the formal greeting is never omitted. In Mexico, too, there are often protracted discussions as to which of two men shall accept the honour of entering a street car, or a doorway first, or which shall walk on the outside of the sidewalk.

A CONTINGENT gives the following notes on the *Illinois*, said to be the fastest battleship in the U. S. navy.—The *Illinois* is a sister ship to the *Alabama* and the *Wisconsin*. She is 368 feet long on the load-water line, has an extreme beam measurement of 72 feet 21 inches, draws 23 feet 10 inches of water, and with all ammunition and stores on board, has a displacement of 12,325 tons. Her maximum horse-power is estimated at 10,000. She carries four thirteen-inch breech-loading rifles in turrets and fourteen six-inch rapid-fire guns. The secondary battery consists of sixteen six-pounder and four one-pounder rapid-fire guns, two Colt guns, and two field-guns. She also carries four torpedo-tubes. The armour belt, which extends from the stem to the stern, is sixteen and one-half inches thick at the top and nine and one-half at the bottom, except at the forward end, where it is tapered to four inches at the stem. The *Illinois* has been under construction for a little over four years.

THE dredger *Canton River* has been raised at last. We are sure that everybody will congratulate those responsible for the raising operations on the plucky manner in which they have stuck to their task. The raising of a vessel of her size and weight was no easy matter, as several failures have proved, so there is all the more reason for congratulation in the fact of her being once more afloat.

THE British Consular report on the trade of New Caledonia for 1900 points out that British shipping in that year was of less importance than in 1899, and this will continue not only in consequence of the war in South Africa and the troubles in China, but on account of the very high subsidies paid by the French Government to all French shipping. For instance, writes the Consul, in port at this moment (Feb. 1901), a four-masted barque of 2,400 tons register left Havre in ballast for Saigon, where she took in a cargo of 1,000 tons of rice for Noumea. From here she loads ore for Rotterdam, and her subsidy for the entire voyage will amount to from £6,000 to £6,400 according to distance run.

THE Acting State Surgeon, Perak writes as follows:—"Attention is being paid to the fact that arsenic may be the cause of the neuritis in beri-beri. Dr. Connolly, District Surgeon, Batu Gajah, writes in his annual report 'up to the present, however, a chemical analysis of a not profound character it is true, has failed to find arsenic in beri-beri patients. In support of the arsenic theory, I would point out that 95 per cent. of beri-beri cases treated are Chinese, and quite 90 per cent. are miners by occupation; when we know that arsenic in combination with other metals is common in the soil where these Chinese have to stand for hours while searching for tin, we may regard the possibility of arsenic as a cause for beri-beri as being something more than problematical."

IT often happens, according to *L'Espeur*, "that in cleaning fowls we find pins, bits of iron wire or the like, in their gizzards. This is the case with fowls that have no gravel at their disposal and are driven by instinct to swallow hard bodies. It is a pin thus swallowed issues from the intestine and reaches the shell-sac at the moment when an egg without a shell reaches the same point, it will be enveloped in the shell and thus enclosed in the egg. Perseus, the famous architect of the eighteenth century, relates a case in his memoirs. He tells of an egg in which a pin was found without anything to show how it got there. The pin was covered with a thin whitish crust which made it look like a frog's thigh-bone. Under this crust the pin was black and somewhat corroded."—Translation made for *The Literary Digest*.

THE Kobe City authorities, says the *Herald* have been buying rats at the rate of 5 sen per head since May last as a preventive measure against bubonic plague. A large number of rats have been purchased, and analytically examined. Only two were found to be infected with plague germs. The fund for the purchase of rats gave out on the 8th inst. and when the matter was introduced in the City Assembly a resolution was carried to discontinue the system of purchase. The Kencho authorities thereupon issued an order to the City officials to continue the purchase of rats at the old rate on and after the 14th. A meeting of the City Assembly to discuss the order was called on Sunday last. A heated discussion took place but no resolution was arrived at. The Aldermen's Council was held recently, when it was decided to respect the Ken order to purchase rats and the affair has thus been settled for the time being.

THERE was a very large gathering of the old and new friends of Mr. Cornelius Thorne in the drawing room of the Hongkong and Shanghai Bank, on the 19th inst. when he was presented with still another testimonial of regard and affection before his departure from Shanghai. Mrs. Thorne, and her three fine little sons were also present and there were quite a number of ladies in the room. The presentation took the form of a handsome gold watch, having Mr. Thorne's monogram on one side and on the other the inscription "Lest you forget" Cornelius Thorne, From friends in Shanghai, 19th July 1901." Mr. R. W. Little made the presentation in a very touching little speech in which he briefly referred to the genuine regret which is felt at Mr. Thorne's departure from amongst us, after nearly half a century of a life so intimately bound up with Shanghai. The reply by Mr. Thorne was quite moving and his touch of sadness was to be relieved in a rousing round of cheering and handshaking. Mr. Thorne and his family left on the 20th by the *Empress* boat and the best wishes of the entire community accompany him and his family.—*China Gazette*.

THERE is a neat little story told of the Kaiser and Herr Ballin, managing director of the Hamburg-American line, says the *Pall Mall Gazette*. Herr Ballin is a man of brilliant business capacity, and the Kaiser, who is a judge of men, had made up his mind that the State, and not the Hamburg-American line alone, should benefit thereby. Accordingly, it is said, he one day asked Herr Ballin how he would receive an offer to join the Ministry. Herr Ballin pointed out that as he was a Jew the offer was of no use to him. The Kaiser did not see that at all. Everything, in his opinion, ought to give way to the good of the German Empire. If a Jew, being a Jew, cannot serve the State as he ought, then let him cease to be a Jew—and there is an end of it. So, when Herr Ballin said that he was a Jew, the Kaiser replied airily, "Oh, that can be cured." Herr Ballin hastened to correct his Majesty. He explained that he was not only a Jew by birth, but also one by conviction. The former obstacle might certainly be got over, but what about the latter? Always fair to a fault, the Kaiser admitted that he was flustered, but refused to admit himself beaten.

ALTHOUGH we have the greatest respect for the Lascar we are sorry to see that the Directors of the Orient Line have decided to employ them. We are greatly in want of British seamen for our fleet and in still greater want of an efficient Lascar Reserve, and every ship that discards British for Lascar seamen strikes a blow at our efficiency. We shall be interested to hear what the Navy League has to say on the subject.

THE *P. & T. Times* says that the North-west Fort at Taku is at present only occupied by 25 marines under Capt. Dyer. Some undermining work has been done, we believe in the hope that the rainy season will facilitate the work of demolition if finally decided on. Most of the guns from the Forts have been sent to the respective countries holding them, a few obsolete and valueless ones being broken up for old iron.

ACCORDING to the *Mercury* telegram which we publish this evening, the Chinese wish the four captured torpedo boats, (one, the *Taku*, now in the Harbour) to be returned to them. Well, of course, as we are told we have never been at war with China, we are only taking care of the *Taku* for them, painting her up a bit and keeping her brasswork bright; we ought to send a prince of some description with her, apologising for having kept her so long.

NEAR Kennedy's stables, by the Tram Station are to be seen some of the new water-carts which have been built for the Government by Messrs. Bailey and Murphy. As these carts are completed and the weather is hot and dusty we should like to know why it is they are not in use? Can it be that the P.W.D., or other Department responsible, has no coolies or horses to draw them, or are they to be left there just as ornaments? A water-cart may be a very pretty thing to look at, but it is made more for use than ornament.

OVER four and a half millions is a pretty high price to have to pay to rescue the Legations and get the heads of a few coolies lopped off, for that is about all that the accomplishments of the China Expedition amount to. Then to this there is to be added the expenses of the fleet, which will certainly be another big bill. However, we presume that China will have to pay for it all sooner or later and so she will find a summer's foreigner shooting come a trifle expensive. We wonder what the moral and intellectual damages will be stated at?

THE *Kobe Herald* of the 16th inst. says a Tokio despatch to the vernacular papers reports that a burglar (or burglars) broke into a godown of the Government Mint and made away with new yen 10 notes to the amount of yen 30,000 which were in a safe about to be sent to the Bank of Japan. The burglary was discovered by the watchmen early next morning and was reported to the authorities immediately. The numbers of the notes would appear to be known, as Mr. Sone, Minister of Finance, is issuing a notice that the stolen notes will not be honoured.

If America goes on having unprecedented heat waves she will have to ask for reliable thermometer readings. Nearly every summer we hear of unprecedented heat in New York or somewhere or other in the States, and this must mean that each succeeding summer is hotter than the last. If things go on in this way we shall have boiling point passed in a few years, and what will happen then? Can it be that the American thermometers have learnt to give sensational readings by a close study of yellow journals? If so, the sooner they come to their senses the better. When the thermometer starts to try and lick creation things are apt to grow unpleasantly warm. We suppose the expansion craze has affected the mercury.

WE would warn our readers against an old, grey-bearded member of the beachcombing fraternity who wanders about the place with a very pitiful tale of having been just discharged from some vessel or other without money, or left behind, or any other yarn, that he thinks will attract a dollar, or less. This man has been in the Colony considerably over six months and has not done a stroke of work during that time. He makes his living by begging, and is to be seen in the low pubs of the city at all hours. If people will refuse to give such men anything but a chit for bed or meals at the Star Coffee House they will soon make beachcombing unprofitable, and these lusty rogues will be obliged to work for their living instead of cadging.

THE following items are from the *Peking and Tientsin Times* of the 13th inst.—

The 6th Burma are to be stationed at Tongshan from about the middle of next month. On the vacation of the West Village by this regiment, the Hongkong Regiment will take up its abode there, the officers occupying the Taotai's House in Taku Road as their quarters and mess.

Respectable Chinese families are flocking into Peking from the surrounding districts, as open robbery and violence are becoming more prevalent since the foreign troops have commenced to withdraw.

The frequent sound of guns at night outside Peking is reported to be due to Jung Lu's disbanded troops looting the surrounding villages, and foreign troops suppressing them.

The Lieut.-General Commanding having sanctioned an exchange of uniforms with the Russians, a complete sample outfit of the Royal Welsh Fusiliers and Hongkong Regiments has been issued to the Russian Military Authorities.

## PRINCE CHUN.

Many people were on the lookout to-day for the arrival of the *Bayern* with Prince Chun on board, but as the vessel has put into Foochow she will not arrive until daylight to-morrow. It is understood that Prince Chun will visit the Government House and after interviewing His Excellency, the Governor will be invited to tea by the Chinese Merchants at the Chinese Club. This latter entertainment is of a purely non-official character, and it is not even known as yet if the Prince will accept the invitation. A Chinese cruiser has been detailed to meet the *Bayern*, and make arrangements for the landing of the Prince; etc. but so far it is not known if he will land. A guard of honour will be ready to meet him if he comes ashore.



## SPORTING NEWS.

The Gymkhana to be held at the Happy Valley on August 10th promises to be a greater success than the last one, and it is to be hoped the public will attend in numbers gratifying to the Committee of arrangement. When such a good sport as Mr. Godfrey C. C. Master will give his time and trouble to organising these outings, they should be a big success, if the residents of Hongkong can sum up sufficient energy to get as far as Happy Valley. There is one way of getting there without exertion but it is not to the race course. The pleasing feature of the programme is more sport in the events listed and less silliness. Now you owners of "Kismet" and "Glory" if you have a spark of go in you, either enter the horses or make a match to be run on the same day. There is no money wanting on either side and a race between the pair would be worth travelling a distance to see; to our readers generally—we say, Do not forget the 10th of August.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## CRIMINAL SESSIONS.

(Before His Lordship A. G. Wise, Acting Chief Justice.)

July 24th.

The special sessions to try the alleged uttering a forged will case commenced this morning before the Hon. A. G. Wise. Mr. J. J. Francis, K.C., conducted the prosecution, Mr. Robinson appeared for the defendant. Lo Yew alias Tai Li was charged with uttering a forged will, and the following jury were sworn in—J. B. Barlow, G. F. Williams, C. M. D. Bell, A. Bain, C. Harrington, Harry Haynes, C. Pemberton.

Mr. Francis opened the case for the prosecution, going into the facts of the case at great length and outlining the evidence that would be brought before the jury. That the alleged maker of the supposed will had been ill for a long time. The evidence of his wife and concubine would show that during that time the deceased made no will. The women had been consequently in attendance and would prove that at about the date of the making of the will in question, he was quite able to sign his name, rendering it unnecessary to make simply a finger mark as the prisoner alleged.

Mr. Francis then called said—I am acting Deputy Registrar, I have the will of Lo Chun, deceased, 1900. There is a petition applying for probate. I witnessed the signature of Lo Yew Liok. The declaration was sworn before me. There is a suit pending in the Supreme Court with reference to this will. I cannot identify the defendant.

To Mr. Robinson—I cannot recollect whether the men who made the declaration were young or old.

Sing Fat Chang declared, said—I am a clerk in Mr. Yuen's office. I have known the prisoner for about 10 years. I know him as Tai Lee a building contractor. I have seen him in connection with the affairs of Lo Chun, deceased. He carried on a conversation in Chinese. The widow of Lo Chun and the daughter were present, also a concubine and a broker. The broker was mixed up in the business. They met together to arrange terms between the last and Lo Yew Liok. The prisoner said he was cousin to Lo Fuk and pointing to a lad said that was the son of Lo Fuk. I asked him where the will was made. I said the will was a forgery and asked if he knew the punishment for forgery.

The prisoner wanted to know if the money and business of Lo Chun could not be placed in the hands of Lo Fuk. There had been some talk of adopting Lo Fuk. The adopting of a nephew as son of the deceased was quite in accordance with the Chinese custom. Questioned by Mr. Robinson: I did not draw up the information that was laid in the Police Court. The widow consulted me as to the adoption of the nephew. Negotiations for a settlement had been going on. The son of the widow was to be adopted as the son of the deceased. I gave evidence as the equity at the Magistrate. The broker was the last called. He wanted paying first. I did not know the prisoner's name although I have known the prisoner's name. I did not ask the prisoner where the will was made. I did not say a will made in Canton and brought to Hongkong was a false one. I did not compare the prisoner's signature with the signature on the will. The broker was concerned in the sale of a house connected with the estate. The widow instructed Mr. Mounsey to file a caveat against the sale of the house. Lo Chui Shue, the widow, said—My late husband's name was Lo Chun. I was the second wife married after the death of the first. I have been married 6 years. My husband's business was in Queen's Road. He died in Canton on the 4th of November, 1900. I was with him. He died of dropsy. He had been ill two years. He went to Canton in May, 1899. He was ill then. He had been living with him all the time. He remained in Canton till the time of his death. The deceased's daughter was living in the same house the whole of the time. The deceased had been bed ridden all the time he was in Canton, but perfectly sensible. The prisoner is a distant cousin of the deceased. There had been no will made up to the time of the death of the deceased.

The witness continuing, gave a lengthy statement of the facts leading up to the presentation. She said: Lo Fuk proposed that he should be adopted as a son of the deceased and offered to withdraw the will on the payment of \$500 for expenses. I told him to write to Mr. Yuen. Lo Fuk said he would go away and think about it. The question of expenses had been discussed on a former occasion. Arrangements for another meeting were made. I and two friends went next day to Mr. Yuen's office but (nothing was done). Next day we went again and the broker Li Long Yui came in. The prisoner was there. He said he had come to arrange terms. I asked what the terms were but received no answer. The prisoner said the will was made long after the death of the deceased. The prisoner said he had nothing to do with the forging of the document, it was Lo Fuk's business. He was told the business and the money could be handed over if Lo Fuk's son was adopted. I was not obliged to adopt anyone. I went afterwards and made a declaration at the Police Court.

Cross Examined by Mr. Robinson. I have not seen the other witness to the will in my husband's house. I am 25 years old. I was 20 years old when I was married. My husband was 50 years old at his death. I have had no children. My husband had no son living when he died. My husband was not afraid of my marrying after his death. The manager of the business has not wanted to marry me. The concubine's age is 24. The deceased's daughter lived in the house with us. According to Chinese custom a man of the age of my husband would not adopt a son. There is no necessity to have a chief mourner in our village. I do not know anything of the difference between the laws of Hongkong and China. I have acted according to my own discretion without guidance. I have no marriage deeds owing to a robbery that occurred in our

house. I do not know the names of the go-betweens. I deny I was purchased as a concubine. I was legally married. I have never had explained to me the difference in English law between a lawful wife and a concubine. My husband did not make that will. I am mentioned as a concubine in that will. I cannot recognise the writing; my husband and his brother did not agree. Lo Fuk was about 40 years old.

The court then adjourned.

## SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, the 25th July, at 4.15 p.m.

## ORDERS OF THE DAY.

1. Further Report by the Sanitary Improvement Committee.
2. Report relative to the lighting of the General Market.
3. Report of the Quarterly Inspection Committee.
4. Letter from Government relative to the Tung Wah Hospital Sickness Returns, and their bearing on the question of height of buildings.
5. Reply from Government relative to the excessive Chinese infant mortality.
6. The Sanitary Surveyor's Report for the second Quarter of 1901.
7. The Medical Officer of Health, pursuant to notice, will move—

That the Board beg to recommend that a public latrine of forty seats be erected on that site of Crown land which is situated at the corner of Kennedy Street and Market Street, Yau-mat, to the East of Kennedy Street, and to the South of Market Street.

8. The Vice-President, pursuant to notice, will move—

That the Board appoint a Sub-Committee to revise the existing procedure for taking precautions against and dealing with an epidemic of Plague.

## AGENDA.

1. Minute by the Medical Officer of Health relative to the withdrawal of the order closing the premises known as Wild Dell Buildings.
2. Correspondence relative to the re-opening of the Plague Cemetery at Cheung Sha Wan.
3. Correspondence relative to the re-opening of the Chinese Theatre.
4. Further correspondence relative to Messrs. Hutterfield & Swire's proposed Plague Hospital at Quarry Bay.
5. Application relative to the erection of verandahs at Nos. 22/24, Pokfulam Road.
6. Results of the analysis of three samples of well water.

## AT THE MAGISTRACY.

## DRUNK AND INCAPABLE.

W. McBride, of Scotland, was fined \$2 for the above offence.

## DISORDERLY.

Laurance McArdle was charged with behaving in a disorderly manner in the Saloon of the Home, Percy Harman sworn said: I am Assistant Superintendent at the Saloon's Home. About 1 p.m. yesterday the defendant was drunk and creating a disturbance. He was shouting and swearing and disturbing everybody. Fined \$2 or 7 days.

## SEIZURE OF ARMS.

Inspector Riley charged Chin On and others with illegally having arms and ammunition in their possession. The first defendant was fined \$50 or 2 months' hard labour; he went to prison.

## THE PLAGUE.

Number of cases reported up till noon of the 23rd July, 1901: Chinese.....1,500 Other Asiatics.....51 Europeans.....89

Number of cases reported during the past 24 hours: Chinese.....6 Other Asiatics.....0 Europeans.....0

Total number of cases reported to date 1,586

Number of deaths reported up till noon of the 23rd July, 1901: Chinese.....1,464 Other Asiatics.....34 Europeans.....9

Number of deaths reported during the past 24 hours: Chinese.....5 Other Asiatics.....0 Europeans.....2

Total number of deaths recorded to date 1,514

Since noon on Saturday last the cases and deaths are:—

Cases Chinese.....14 Other Asiatics.....0 Europeans.....1

Deaths Chinese.....14 Other Asiatics.....0 Europeans.....2

Total.....16

The plague returns for last week were:—

Cases.....13 Deaths.....16

Captain Primrose is going strong and well and expects to be out on Saturday.

We regret to record the death of Mrs. John Brownhill, which took place at the Kennedy Town Hospital at 1.15 last evening. It will be remembered that both Mr. and Mrs. Brownhill were removed to hospital together suffering from plague. Mr. Brownhill succumbed in a few hours and it was thought that Mrs. Brownhill would recover; yesterday, however, a severe relapse occurred and the unfortunate lady succumbed. Her friends will be shocked to hear of her death after all danger was thought to be over. The funeral passes the Monument at 6.30 this evening.

## NOTES FROM NATIVE PAPERS.

SHANGHAI, 14th and 15th July.

THE RECENT DECREE OF THE EMPRESS-DOWAGER.

The Empress-Dowager has recently issued a decree in her own name, commanding her ministers abroad to look out for likely Chinese youths who have distinguished themselves in schools abroad. This edict has so powerfully affected the *Universal Gazette* that it lays aside for a time its pessimistic tone regarding the possibility of reforms, and openly rejoices that now there seems some sure indication.

The proposal of the Empress possesses four advantages—1. Those who study Western subjects at home are at a great disadvantage. They can at best only get a smattering of Western. But youths educated abroad overcome this drawback and may be expected to attain the highest eminence in their departments. There is an ancient saying that a hundred things merely heard of are not equal to one thing seen. Probably one year abroad is better than five years' study of foreign sub-

jects at home, and one year in school there is worth three in China.

2.—At present China employs foreigners in arsenals, customs and military schools at high salaries. It does not follow that they are all competent men. Some of them must be here for the sake of the money they can make out of it. At any rate, the foreigners in this way have too much power. Hence if we can substitute the sons of Chinese merchants who have been educated abroad it will be better for China.

3.—We hear that these Chinese students are in no way inferior in attainments to their foreign classmates. At present Chinese who have law business in Shanghai must employ foreign lawyers aid; similarly in all matters of international business the foreigners' aid must be called in. How much better it would be for us if we had Chinese lawyers! A Canton man named Ho Chi studied law abroad, and came out at the head of his class and he is now practising in Hongkong with great success. The students of law abroad may now be expected to return home, and help us to obtain the services of lawyers of our own language and blood.

4.—If we depend wholly on the products of schools in China we must wait five years to get the men. But this plan will secure men at once. Besides, clever students should also be gradually sent abroad to study at the best schools. These men on their return should not be compelled to select Chinese books for their examinations, but be examined solely on their special studies.—*Mercury*.

## SERIOUS COLLISION AT WOOSUNG.

SHANGHAI, July 20th.

As briefly announced in last night's *Mercury* a rather serious collision occurred at Woosung early yesterday morning. It appeared that the German mail steamer *Bayern*, which arrived from Japan the previous night, was anchored near the Woosung lighthouse with the tender *Bremen* moored alongside. About 4 a.m. the Mitsui Bussan Kaisha's steamer *Aikawa Maru*, with a cargo of coal from Japan, was approaching the entrance to the river and the channel was full of Foochow pole junks, and when inside the narrowest part just past the gas buoy, a junk was seen, apparently under sail but afterwards found to have her anchor down. The junk was yawing about and to keep clear of her, although at the same time the *Aikawa Maru* could not give the junk a wider berth on account of the German mail steamer right ahead, the Japanese steamer had to starboard and when starboarded the junk sheared alongside and the steamer's bows fouled the poles and this swung her head off in the direction of the *Bremen*. The engines were given full speed astern and both anchors were immediately let go, but the collision was unavoidable and she struck the *Bremen* end on, causing her to make water and she was beached immediately. The junk received no damage beyond the loss of a few poles.

It was perhaps fortunate that the *Bremen* happened to be moored alongside the *Bayern* at the time, as she acted as a buffer for the mail steamer, which would otherwise inevitably have been seriously damaged and at least would have been considerably delayed. As it was one or two of her plates were slightly dented, but otherwise she sustained no damage. The mail and passengers were taken down to the *Bayern* last night by the *Samson*, which had to be requisitioned owing to the disablement of the regular tender.

The *Bremen* was docked in the Old Dock late last night.—*Shanghai Mercury*.

## THE NEW RIVER POLICE AT TIENTSIN.

The newly organized River Police Department of the Provisional Government, says the *P. & O. Times* of the 13th instant, has made a start with sixty stalwart Chinese of a standard height of 5 feet 11, being three inches more than the ordinary police. The men are all guaranteed by respectable merchants in the Native City, who are, of course, keenly interested in having the water-way properly controlled. The Department has eight junks with six Chinese police and five Italian sailors each, also two steam launches. The junks will be posted at different points along the river between Tientsin and Taku, and one on the Grand Canal at Yang-Lu-Ching, and another at Peking. The whole force is under the command of Captain Dente of the Italian Navy, who though a young man, has proved himself possessed of intelligence and energy which augurs well for the efficiency of his Department, and he is assisted by Mr. Waits of the Tientsin Provisional Government. It is hoped that the river police will prove to be as valuable as intended, and that the scandalous state of things which has always prevailed on the river may be successfully grappled with by the new force.

## NORTHERN NEWS.

SHANGHAI, July 19th.

Outside the immediate environs of the Capital, the aspect of affairs is far from reassuring. As might be naturally inferred, the little loss which Chinese officials and gentry have heretofore felt to the invading Westerners, and especially for the missionaries and their converts, has not been increased by the events of the past year. Under the strong persuasive presence of the foreign troops stationed in Chihli, the Christians of the province have enjoyed a period of comparative peace and immunity, but it may well be questioned whether this fact will not make their lot all the harder when once that restraining element is withdrawn. Already there are strong indications that those high in authority, even some who are considered most trustworthy, are disposed to throw upon the Christians the blame of the whole Boxer uprising.

As an instance of this it may be reported that one of the highest provincial authorities the just issued a circular letter to the heads of the various missions, "Protestant and Roman Catholic, asking them to co-operate with him in the restoration of good order by issuing manifestoes to their converts, warning them against any further practice of the intimidation and extortion which have created trouble in the past. This high mandarin, a benevolent old gentleman, is evidently sincere in believing the Christians guilty. One charge against them is that they swagger along the streets in an offensive way and refuse to yield the road to their betters.

The same hostile spirit is manifested in a proclamation posted by the Chief official of Tang-chow, in which the Christians are warned that their claims have now all been settled and that they must henceforth refrain from the lawlessness and arrogance which have characterized themselves in the past.

There are probably some Christians who are not an ornament to the Church; but after the cruel massacre last year of thousands of innocent men and women by the Boxers, it seems rather cool to charge the trouble upon the Christians. The issue of such documents on the eve of the departure of the troops is not without significance, and it is easy to see the construction which those already disposed to be hostile will put upon them.—*Mercury*.

## NEWCHWANG.

NEWCHWANG, July 13th.

During the last few days more than 4,000 river boats laden with grain and pulse have arrived from the interior, and prices have fallen considerably. Beans, per picul.....Tls 7. Bean oil, per picul....." 6. Beans per shi or ton of 3 piculs—Yellow, Tls 5.30 to Tls 5.00 and Tls 4.90 to Tls 5.00. Green.....Tls 5.60 and Tls 5.42 White....." 5.45 and " 4.85 Black....." 4.12 and " 4.05 12,000 piculs remain unsold and a further decline may be expected.

Tonnage is consequently required, but rates offered are as yet too low for business, local merchants fearing to clash with charters effected in the South.

## WITHDRAWAL OF TROOPS FROM CHINA.

TOKIO, July 15th.

No power other than Japan has carried out the resolution passed regarding the withdrawal of troops from North China. The Powers are now watching each other's movements. One of the Commanders (probably the British) has introduced a proposal at the Allied Council of War recently regarding the withdrawal of troops. He is reported to have pointed out that two months have passed away since the resolution providing for withdrawal was accepted by the Council, but it has not been carried out so far. The delay might be due to difficulties of transport, but if it was delayed any further the Chinese Government, always ready to be suspicious, would take steps to postpone the return of the Court to Peking. Although a certain power was reported to be ready to put forward a special demand upon China after the allied forces left the Empire, that could not be anything more than a rumour. If such a report proved true the powers would withdraw their men to their possessions on the coast and there await emergencies. It was absolutely necessary to show China that the powers could be trusted, and besides it was unfair to Japan, which had withdrawn her troops. It is further reported that the Commanders of the Allies approved of the view, but it is still a question if it will be acted upon.—*Asahi*.

## EXTERMINATING LOCUSTS IN THE PHILIPPINES.

On July 15th, says the *Manila Times*, the Commission passed a resolution authorising the appointment by the Acting Commissioner of Public Health of an additional employee of the Board, whose sole duty it will be to infect flocks of locusts with the newly introduced African fungus disease, gather their bodies and prepare them for shipment to all points in the Archipelago which are suffering from these insects and their depredations, in order that locusts may be exterminated in the Philippines as rapidly as possible.

The resolution makes it the duty of the Acting Commissioner of Public Health to ascertain in what provinces plagues of locusts are present and to send, free of charge, the properly prepared bodies of locusts which have died from fungus disease to provincial or municipal authorities or to private individuals in such provinces.

The African fungus disease has been introduced among locusts in the United States with most satisfactory results. Full directions will accompany the infected bodies which are distributed in the Philippines. The operation of infecting healthy locusts is so simple that anyone may carry it out, and the infected individuals, when put at liberty, promptly communicate the disease to others. It spreads with great rapidity and often wipes out flocks within a short time.

## P. AND O. STEAM NAVIGATION COMPANY v. THE KING.

This was a petition of right heard in the commercial court before Mr. Justice Mathew raising a question as to the crew space to be provided by the Peninsular and Oriental Steam Navigation Company for Lascars on board their ships. The company contended that this matter was regulated by the Indian Act, 1876, whereas the Crown said that it came under the Merchant Shipping Act, 1894, the point in difference involving large additional burden to the company if decided in favour of the Crown.

Sir Robert Reid, K.C., and Mr. T. F. Scrutton appeared for the company, and the Attorney-General, the Solicitor-General, and Mr. Henry Sutton for the Crown.

The petitioners set out that they were a corporation owning ships trading between England and India, China, and Australia, and employed to navigate their ships a class of British subjects, natives of India, known as Lascars. The Lascars were shipped under agreements approved by the Governor-General of India in Council. For many years the crew space provided for them largely exceeded that required by the Indian Act, 1876, but fell short of the crew space required by Section 210 of the Merchant Shipping Act, 1894. The crew space occupied by the Lascars was usually deducted from the tonnage of the ships, with the consequence that light and other dues payable on the tonnage was not paid in respect of such space. One of the vessels in question was the *Australia*, trading between England and Australia; another was the *Oriental*, trading between England and India. A surveyor of the Board of Trade inspected the crew space for the Lascars on both ships, and, alleging that the provisions of the Merchant Shipping Act, 1894, had not been complied with, reported this failure to the chief officer of the Customs, who thereupon altered the registered tonnage of the ships and disallowed the deduction of the crew spaces. The petitioners admitted that if Lascars were seamen within the meaning of Section 210 the space required was not provided, but they submitted that the surveyor took an erroneous view of the statute, and wrongly considered that the English Acts and not the Indian Acts regulated the crew space for Lascars. If the view of the surveyor was correct they said they must either reduce the number of Lascars employed on their ships or give up part of their freight-carrying space for them, with the result that they would have to pay larger dues on the tonnage, and particularly larger dues to the General Lighthouse Fund. They therefore asked for a declaration in the sense of their contention, and sought the repayment of extra duties they had paid in consequence of the surveyor's disallowance.

Sir Robert Reid, in support of the petition, analysed the various Acts on the subject, and submitted that the Indian Act did not and should not be applied to British vessels which shipped crews of Lascars to whatever part of the world they went.

The Attorney-General, on the other hand, said that both the ships were registered in the United Kingdom, and that they came therefore under the provisions of the Merchant Shipping Act, which had a general application throughout His Majesty's dominions. Accordingly, the company was bound to appropriate to the use of the Lascars the accommodation specified in the Act.

His Lordship reserved judgment.—*L. & C. Express*.

## NOTANDA.

## CALENDAR.

JULY.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....29.738  
Thermometer.....81.6  
Humidity.....83.0  
Rainfall.....14.210

## TO-DAY.

WEATHER REPORT.  
On date at 4 p.m.  
Barometer.....29.80 29.72  
Temperature.....86 85  
Humidity.....68 68  
Rainfall.....— —

## TO-MORROW.

Wednesday, 24th July, 1901.

Chinese—9th of 6th moon of 27th year of Kuang-shi.  
Sun—Rises.....5hr. 29min.  
Sets.....6hr. 42min.  
Moon—in Apsos.....1hr. a.m.  
Morning.....3hr. 55min.  
Afternoon.....2hr. 18min.  
Low water—Morning.....9hr. 40min.  
Afternoon.....3hr. 10min.

## ANNIVERSARIES.

1704—Gibraltar captured by Admiral Rooke.  
1834—British trade prohibited at Canton.  
1886—Anglo-Chinese (Burmah) Convention signed at Peking.  
1899—The result of the Peace Conference at The Hague published.

## TO-MORROW.

Thursday, 25th July, 1901.

Chinese—10th of 6th moon of 27th year of Kuang-shi.  
Sun—Rises.....5hr. 29min.  
Sets.....6hr. 42min.  
High water—Morning.....3hr. 42min.  
Afternoon.....4hr. 48min.  
Low water—Morning.....1hr. 18min.  
Afternoon.....3hr. 55min.

## ANNIVERSARIES.

1834—Lord Napier proceeded to Canton.  
1859—Defeat of the British forces at Taku; Admiral Hope wounded.  
1893—Roman Catholic chapel at Mienyang destroyed by a Chinese mob.  
1894—The Indo-China Co.'s steamer *Kowshing* sunk by the Japanese on the Korean Coast; over 1,000 lives lost.  
1898—General Merritt and Staff arrive at Manila. Landing of U.S. troops at Guánica, on the S. coast of Porto Rico.

## AGENDA.

## TO-DAY.

Cargo ex *Cormandel* subject to rent.

## TO-MORROW.

(About)—N. D. L. steamer *Bayern* leaves for Singapore, Penang, and Colombo.  
5 p.m.—C. & M. Co.'s steamer *Esmeralda* leaves for Manila via Amoy.  
Cargo ex *Sithonia* subject to rent.

## FRIDAY, 26th.

(About)—N. Y. K. steamer *Kanagawa Maru* leaves for Marseilles, London and Antwerp.  
4 p.m.—N. Y. K. steamer *Yawata Maru* leaves for Manila.  
4 p.m.—I. C. S. N. Co.'s steamer *Loongsang* leaves for Manila.

## SATURDAY, 27th.

Noon—I. C. S. N. Co.'s steamer *Laisang* leaves for Yokohama, Kobe and Moji.  
C. N. Co.'s steamer *Tsinan* leaves for Australian Ports.  
P. & O. Co.'s steamer *Shanghai* will be despatched for London.  
Cargo ex *Glanorganshire* subject to rent.  
Cargo ex *Franc Ferdinand* subject to rent.

## MONDAY, 29th.

Sale of Crown Land by Public Auction at 3 p.m. office of P.W.D.  
Cargo ex *Milpore* subject to rent.  
Cargo ex *Alexandria* subject to rent.  
Cargo ex *Hongkong Maru* subject to rent.

## TUESDAY, 30th.

Noon—T. K. K. steamer *Hongkong Maru* leaves for San Francisco via Shanghai and Japanese ports.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

July 15th.

Mr. W. S. Burrows is appointed chief officer of the *Idalia*.

Mr. A. B. Short is 2nd officer of the same steamer.

Mr. Fairfield 3rd officer same ship.

Mr. C. H. Walker is transferred as 2nd officer to the *Thales*.

July 17th.

A. H. Macdonald has gone to Manila to join the *Zafra*.

F. Fairweather, 2nd engineer, s.s. *Diamante*, has resigned.

T. Clark, 3rd engineer, *Diamante*, is promoted 2nd engineer, s.s. *Diamante*.

D. M. Wilson, has joined s.s. *Diamante*, as 3rd engineer.

John Pender, chief s.s. *Nanshan*, is promoted Superintendent engineer, *Nanshan*, *Bradley* & Co.

J. Paterson, 2nd engineer, *Nanshan*, is promoted chief, *Nanshan*.

W. A. Jamieson, has joined *Nanshan*, as 3rd engineer.

R. W. Musgrave, has joined s.s. *Thales*, as 2nd engineer.

Ed Potts, has joined s.s. *Perla*, as 3rd engineer.

Mr. Allan, Amoy Dock, has resigned.

John Watson from Saigon, Rice mills, has joined Amoy Dock, vice Mr. Allan resigned.

James Watson, resigned from *Sichan*, has joined Saigon Rice mills, vice John Watson, resigned.

July 22nd.

Mr. Mann is promoted to 2nd officer of the *Haiching*.

Mr. Smallwood recently acting and officer of the *Haiching*, has gone back to the *Thales*.

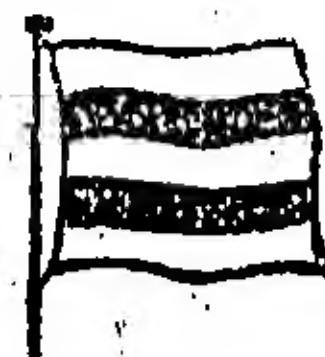
Mr. W. Shiphill, 2nd engineer *Hongkong Maru*, has resigned his berth at San Francisco.



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU J. MacKenzie	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 26th July, at Daylight.
YAWATA MARU A. E. Moses	SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNVILLE AND BRISBANE	FRIDAY, 26th July, at 4 P.M.
KINSHU MARU F. J. Horton	VICTORIA, B.C. AND SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE, AND YOKOHAMA	MONDAY, 29th July, at 4 P.M.
TAMBA MARU J. W. Wale	KOBE AND YOKOHAMA	FRIDAY, 2nd August, at Daylight.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 18th July, 1901.

## TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.	Saturday, 24th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)		Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, in Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 4th July 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE, Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO'S LINES.

THE Steamship "KAISOW," Tons 3,920. Commanded G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

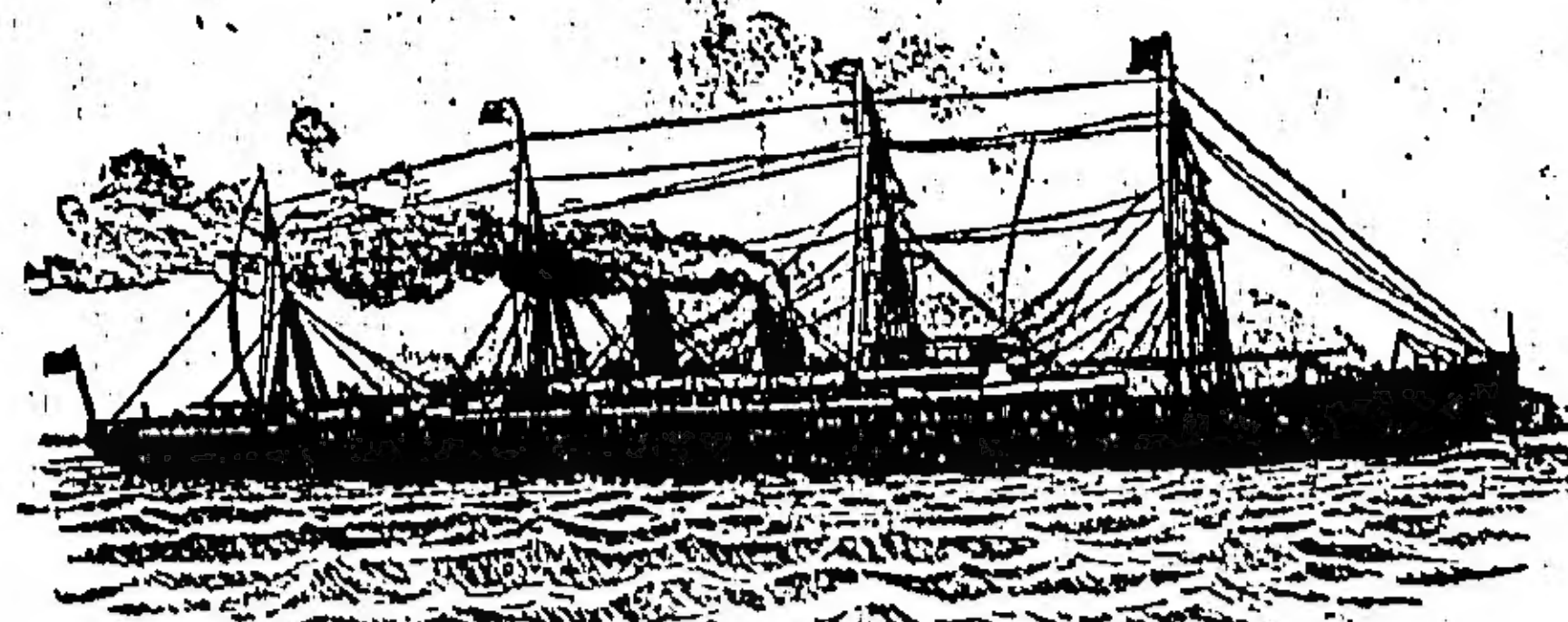
Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901.

[676c Hongkong, 24th July, 1901. [445c

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central, and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

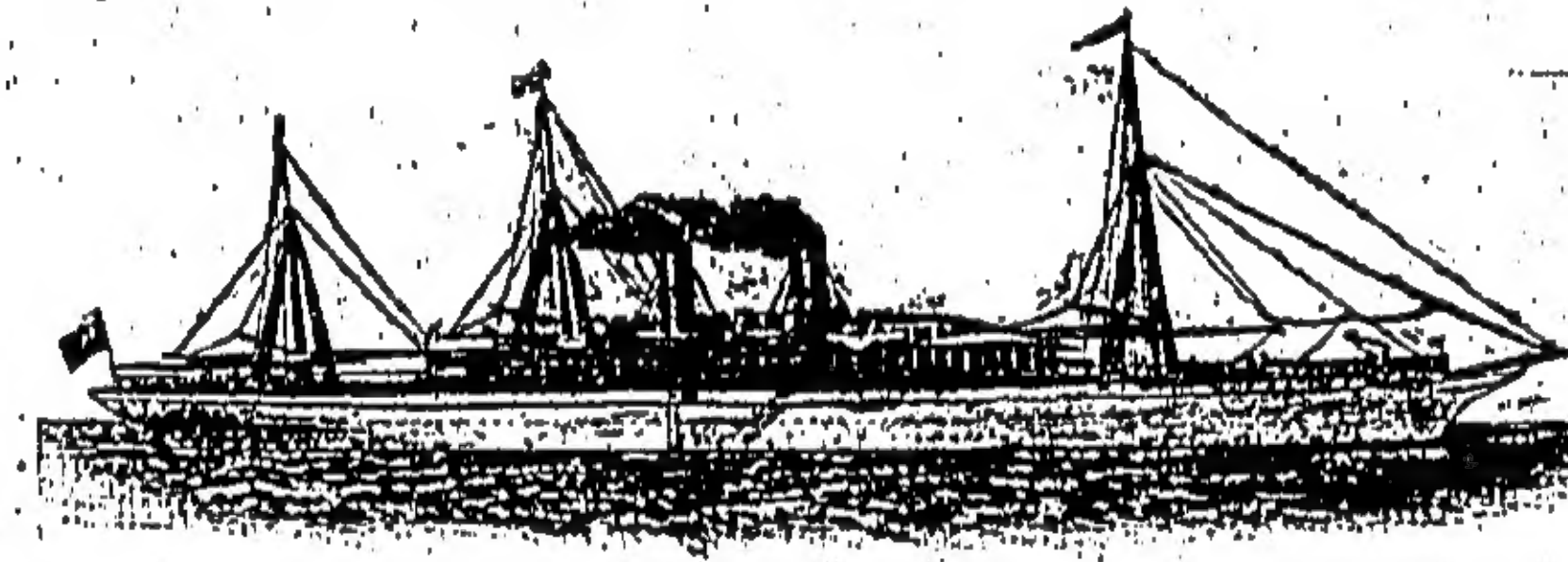
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 23rd July, 1901.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 28th August.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 25th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th July, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHT-DAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAVRE, BREMEN AND HAMBURG.	9th August.
ALEXANDRIA	(Calling at SINGAPORE AND COLOMBO.)	2nd Sept.
SIBIRIA	HAVRE AND HAMBURG.	10th Sept.
ANDALUSIA	(Calling at SINGAPORE AND COLOMBO.)	21st Sept.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 19th July, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"TSINAN"	25th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	25th instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 23rd July, 1901.

## OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW AND LIVERPOOL	"STENOR"	25th July.
"	"DOMERUS"	7th August.
"	"ORPHEUS"	31st August.
"	"AJAX"	20th August.
"	"TYDEUS"	26th August.
"	"PYRILUS"	4th September.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DEUCALION"	6th August.
"	"PELEUS"	20th August.
"	"STENOR"	3rd September.
LIVERPOOL (DIRECT)	"PATROCLUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. & Co.

Hongkong, 23rd July, 1901.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA," Captain J. McGinty, will be despatched as above TO MORROW, the 25th instant, at 5 P.M. This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 23rd July, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain G. S. Weigall, will be despatched as above ON FRIDAY, the 26th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th July, 1901.

## NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU," (3,873 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 26th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation, and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 20th July, 1901.

## THE OSAKA SHOEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 31st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th July, 1901.

## SHEWAN, TOMES &amp; CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 5th August. To be followed by the S.S. "ATAKA," on or about 15th September.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th July, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELL," "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "KNIGHT COMPANION," will be despatched for PORTLAND (OR.) on or about the 10th August, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information, communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & Co., Agents.

Hongkong, 19th July, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA, KOBE AND MOJI.

THE Company's Steamship

"LAISANG," Captain Geo. Payne, will be despatched as above ON SATURDAY, the 27th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th July, 1901.

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.) AND SEATTLE. Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO'S LINES.

THE Steamship "YANGTSE," Tons 6,452. Commander H. L. Allen, is due here on 6th August, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 19th July, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c. Strathgyle..... about 1st Sept. 15

THE Steamship "STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA AND HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. 15th July, 1901.

## TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship "KINTUCK," Sails from Seattle about the 12th of July.

"CHINGWO," Sails from Seattle about the 21st of July.

"HYSON," Sails from Seattle about the 14th of August.

"KAISOW," Sails from Seattle about the 21st of August.

"YANGTSE," Sails from Seattle about the 27th of September, and will be followed by the Company's regular sailings.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK.

To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits.

FRANK WATERHOUSE & Co., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 18th July, 1901.

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For Freight, apply to  
SHEWAN, TOMES & CO.  
Hongkong, 8th July, 1901. (3274



